

THREE REPUBLICANS BOLT.

THEY VOTE AGAINST THE BIENNIAL SESSIONS AMENDMENT.

SENATOR REFUSES TO ORDER IT TO A THIRD READING BY A VOTE OF 25 TO 24. IT REQUIRES 30 VOTES TO PASS THE AMENDMENT.

ALBANY, March 23.—An effort to advance to a third reading in the Senate to-day Senator Stranahan's proposed amendment to the State Constitution providing for biennial sessions of the State Legislature was defeated by a vote of 25 to 24, a party vote, with the exception of Senator Brackett of Saratoga, who voted with the Republicans in favor of ordering the bill to a third reading. This proposed amendment passed the last Legislature, and it is expected that at the present session will be submitted to a vote of the people next fall. The two parties in the Senate are arrayed for and against the amendment with the exceptions noted.

The bill has been in Committee of the Whole for several weeks past, Senator Stranahan awaiting an opportunity to call it up when he was sure that he had the required twenty-six votes. He called the bill up to-day in Committee of the Whole for consideration, thinking Senator Willis was with him, but Senator Stranahan's motion to reconsider was defeated. The Senate spent over two hours in discussing the amendment. Senators Brackett, Douglas, Malby and Grady opposed the amendment, declaring that the great State of New York required annual sessions of the Legislature and that the people were not in favor of the proposed amendment.

Senator Malby declared that the Republicans were unwise in advocating the scheme as a party measure. He declared that the caucus which considered the measure was a rump caucus, and that in any event he did not intend to surrender his own personal opinion to a public opinion at the dictation of party leaders.

Senator Ellsworth, the Republican leader, declared that the caucus had been regularly called, and that it came with poor grace from the party who declined to abide by the action of the caucus. He declared that the caucus was a caucus, and that the Legislature must decide whether or not to pass the amendment.

Senator Grady declared that while the Democratic State Convention last fall had inserted a plank in its platform in favor of biennial sessions, now that the great majority of laboring men raised against the measure, he had no doubt that if the Democratic State Convention was held to-morrow it would oppose the amendment. He declared that the caucus was a caucus, and that the Legislature must decide whether or not to pass the amendment.

Senators Stranahan, Brown and Ellsworth favored the amendment, and declared that the people should have an opportunity to vote upon the question.

The amendment was defeated by a vote of 25 to 24. Senator Fort, who presided in Committee of the Whole, then called the Senate to order, and the Senate adjourned until to-morrow.

Senator Stranahan moved that the committee rise and report the amendment to the Senate. This motion was defeated by a vote of 25 to 24. The Senate then adjourned until to-morrow.

A long contest ensued over the report to be made by the Committee of the Whole, which continued until 1 o'clock. Then an amendment was reached on a proposition suggested by Senator Grady. It was that the biennial sessions amendment be taken out of the bill, and that the bill be passed as it was.

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Another unsuccessful attempt was made by Assemblyman Wilson of Rochester to-day to amend the Constitution by inserting a provision for biennial sessions of the Legislature.

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THE FOUR-TRACK FIGHT.

STEERING COMMITTEE NO LONGER FAVORS CONFISCATION.

Members Want to Throw the Whitney-Crocker Amendments Overboard and Make the Fight on the Original Amsterdam Avenue Bill.

The "steering committee" of the anti-four-track campaign, which united with William C. Whitney and Richard Crocker in an attempt to destroy the Third Avenue Railroad's line in Amsterdam avenue, met yesterday at the office of the senior counsel, Simon Sterne, in the Deloitte building, 111 Broadway.

The assembly was called to order by Mr. Crocker and Mr. Whitney. The members of the "steering committee" were Simon Sterne, John C. Coleman and John Alexander Beall. They recommended to Senator Fort and Assemblyman Brown that they throw Mr. Whitney's confiscation amendments to the winds and fight a fight, the honesty of which no one will question, on the original Amsterdam avenue bill.

One of the reasons for the change of attitude on the part of the "steering committee" is the fact that, although the Whitney confiscation bill might be forced through the Legislature, the Governor would not sign it. Gov. Roosevelt has said all along that he favored any legislation which would give the residents of the great city the relief they desired without doing an injustice to either of the railroads now running cars in the avenue. The original bill met with the approval of the anti-four-track fight, but since Mr. Whitney's amendments were introduced, the bill has been dropped.

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FILIPINO AGENTS AFTER ARMS.

AGONILLO AND MARTI GO TO PARIS, HAVING FAILED TO GET SUPPLIES IN LONDON.

Special Cable Dispatch to The Sun.

LONDON, March 23.—Agonillo and Marti, the Filipino Commissioners, have started for Paris. In well-informed quarters it is said that Agonillo is greatly mortified at the rebuffs he has received from the British Government, who are sympathetic with the Filipinos but endeavor to arouse, and that he expects better treatment at the hands of the French.

Agonillo's real object, however, is to obtain arms and ammunition for the purchase of which he has made unsuccessful overtures to several London firms. It is said that he believes that with the assistance of the Paris Junta he will be able to obtain the supplies he seeks in France, in the event of which he intends to charter a small vessel at Brest or St. Malo to transport his purchases to Manila.

A former German Consul who recently left Manila has addressed a letter to a friend, in which he says: "The success of the American arms is not doubted for a moment. They will soon clear the plains of Luzon of the Tagalos, who cannot maintain themselves in the mountainous interior. Their entire subject is only a matter of time."

YOUNG AGNEW IN BOW STREET COURT.

New Yorker's Fifth Appearance There in Two Weeks for Drunkenness.

Special Cable Dispatch to The Sun.

LONDON, March 23.—John Holmes Agnew, who describes himself as a New York printer, appeared in Bow Street Police Court to-day charged with being drunk and disorderly. The prisoner produced a letter, written by himself, addressed to United States Ambassador Choate, asking the Ambassador to pay his fine. He said that Mr. Choate was his personal friend.

Agnew was remanded in custody for a week. This news of Holmes Agnew won't surprise any one who knows the man. He comes of a family which has been in London since 1760. Agnew, having been a prominent Philadelphia physician, Holmes Agnew took to drink with him for his own. He became one of the all night habitués of the district. Two years ago he was connected for a time with a weekly publication as an advertising solicitor. Agnew's last appearance in Bow Street was in connection with a restaurant without a cent and order a big meal. From the restaurant he went cheerfully to the police station, where he was fined five shillings and after a time none of the big restaurant was allowed to be kept open for drinking in Bow Street. At the conclusion of some family friends he was committed to the police station, where he was kept for a week and then released.

BEST MOTIVE POWER OF WARSHIPS.

Chief Engineer Melville's Suggestions to British Naval Architects.

Special Cable Dispatch to The Sun.

LONDON, March 23.—At a meeting of the Institution of Naval Architects, held to-day, the Earl of Hopetoun, President of the institution, presiding, Chief Engineer George W. Melville, of the United States Navy, read a paper on the subject of the motive power of warships, in which he called attention to the remarkable performances of the American cruisers Columbia and Minnesota. He advocated the use of triple screws and engines, with a reduction in the size of both engines and propellers, he said, and the reduction of the weight of the vessel by 5 per cent. in the case of 15-knot ships and 12 per cent. in the case of 24-knot ships.

GERMAN APPEAL FROM SAMOA.

Government Asked to Annul the Treaty and Establish a Protectorate.

Special Cable Dispatch to The Sun.

BERLIN, March 23.—The *Kölnische Zeitung* publishes a petition from the Germans in Samoa, addressed to the Chancellor, Prince von Hohenlohe, in which the petitioners declare that it will henceforth be impossible for them to recognize the authority of Chief Justice Chambers.

They also ask if the German Government cannot annul the treaty and declare a German protectorate over the islands, or at least compel the officials in Samoa to understand that Germany will oppose the partition of the islands.

COREAN CABINET DISMISSED.

Two of the Ministers Banned for Radical Changes in the Principal Offices.

Special Cable Dispatch to The Sun.

SEOUL, March 23.—Advices received here from Seoul say that the entire Korean Cabinet has been dismissed, owing to the wholesale changes which the Ministry made in the principal offices.

Proposed to Settle the Alaska Boundary Dispute.

Special Cable Dispatch to The Sun.

MAINTAIN FREIGHT RATES.

IMPORTANT CONFERENCE OF RAILROAD MEN IN WASHINGTON.

Representatives of Thirty of the Great Western Trunk Lines Pledge Themselves to Maintain the Legally Fixed Freight Rates at Any Cost.

WASHINGTON, March 23.—At a meeting of representatives of thirty great Western railway trunk lines in the rooms of the Interstate Commerce Commission to-day a pledge was taken by every member to maintain the legally published freight rates at any cost, and means were taken to carry the resolution into effect. The meeting was the outcome of a situation which has for some time made it exceedingly hard for many of the principal roads of the country to realize sufficiently large earnings to pay dividends, and a general impression among railway men that something must be done at once to relieve existing conditions. Among the roads represented were the Chicago, Burlington and Quincy, the Chicago, Milwaukee and St. Paul, the Chicago and Alton, the Atchafalaya, Topeka and Santa Fe, the Wabash, the Big Four, the Chesapeake and Ohio, the Illinois Central, the Kansas City, Pittsburg and Gulf, and the Gould lines. In every case the representative was either the President of the road or a leading executive officer authorized to speak for his company.

The meeting lasted continuously from 11 o'clock in the morning until 6 o'clock in the afternoon, with a brief intermission for luncheon, which was served in the rooms of the commission. A committee representing the Interstate Commerce Commission to-morrow will meet with the members of the Interstate Commerce Commission to-morrow to discuss the proposed maintenance of rates by all the roads under all circumstances.

The meeting was called by the railroad representatives that since Jan. 1 last there has been a uniform maintenance of published freight rates. This it was said by some members was a phenomenal feat, in view of all the changes in the market and foreign trade. It was further declared by all those present that there just now appears to be a general feeling of confidence in the railway industry, and that the conference is failing to maintain the published freight rates filed with the Interstate Commerce Commission according to law.

There was a great variety of comment as to the influence that would affect the adjustment of rates and the movement of traffic. The committee especially discussed the situation of export and domestic rates on grain and grain products and the relation of rates from the coast to the interior. The committee also discussed the situation of rates on the Gulf and from the same region to the North Atlantic seaboard. The relation of Gulf and Atlantic rates was also discussed. The committee also discussed the situation of rates on the Gulf and from the same region to the North Atlantic seaboard. The relation of Gulf and Atlantic rates was also discussed.

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REBUKE TO GEN. MILES.

THE REAL MEANING OF THE ORDER ISSUED ON WEDNESDAY BY SECRETARY ALGER.

WASHINGTON, March 23.—There was a great deal of talk in military circles to-day over the meaning of the order, signed by Secretary Alger just before his departure from Washington yesterday, in regard to inspection trips made by officers of the Inspector-General's Department without the authority of the Secretary of War. The order, which was officially published to-day, is general in its application and does not specifically name the Inspector-General's Department. It is as follows:

"Ordered, that hereafter no officer acting as chief of staff corps shall be detailed to any duty by any authority without the approval of the Secretary of War."

Some officers contended to-day that it was not intended as a rebuke to anybody, but was merely designed to correct any uncertainty as to the method of ordering officers of staff departments to perform special duty. The *Star* reporter knows, however, from a trustworthy source that the War Department was practically forced to issue the order on account of unauthorized investigations which were being made by officers of the Inspector-General's Department in matters on which the War Department was instituting official inquiries.

The order, it was explained to-day, revokes another order issued March 23, 1898, in which the officers of the Inspector-General's Department were forbidden to make investigations, unless on the authority of the Secretary of War, or the Major-General commanding the army. It was contended to-day that the order of a year ago was construed by Gen. Miles to give him authority to order inspection officers to make investigations, and that he had done so ever since the order was issued. It was also contended that the order of a year ago was construed by Gen. Miles to give him authority to order inspection officers to make investigations, and that he had done so ever since the order was issued.

It was further declared by all those present that there just now appears to be a general feeling of confidence in the railway industry, and that the conference is failing to maintain the published freight rates filed with the Interstate Commerce Commission according to law.

There was a great variety of comment as to the influence that would affect the adjustment of rates and the movement of traffic. The committee especially discussed the situation of export and domestic rates on grain and grain products and the relation of rates from the coast to the interior. The committee also discussed the situation of rates on the Gulf and from the same region to the North Atlantic seaboard. The relation of Gulf and Atlantic rates was also discussed.

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vs.
Men's Tailors.

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That isn't their Specialty.

What we do claim is that working for boys only they give to Boys' Clothing a perfection of style and finish that is otherwise impossible.

Wash Suits, \$2.50 to \$3.75.
Suits, \$4.00 to \$5.00.
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Known over the world as a staple remedy for
CROUPS AND COLDS.

The Roumanian Sails for This City with the Bodies of 674 Soldiers.

WASHINGTON, March 23.—The Quartermaster-General received information to-day that the Roumanian Sails for This City with the Bodies of 674 Soldiers.